What is claimed is:

1.   A method for pricing and reserving charter aircraft services, comprising:

receiving, using a computer, itinerary information from a user including at least one departure location, at least one destination location and at least one departure date;

accessing a charter aircraft information database containing information about a plurality of charter aircraft;

identifying suitable charter aircraft by comparing the itinerary information with the charter aircraft information;

determining a charter price for at least one of the identified suitable charter aircraft; and

transmitting, using a computer, the charter price accompanied by corresponding charter aircraft information for at least one of the identified suitable charter aircraft for which a charter price has been determined.

2.   The method of claim 1, further comprising accessing an airport information database, wherein identifying suitable charter aircraft further comprises determining whether each of the charter aircraft are compatible with airports within a prescribed radius of the user's at least one departure location and are compatible with airports within a prescribed radius of the user's at least one destination location.

3.   The method of claim 2, wherein the airport information database is a Jeppesson airport database containing airport specific information such as longitudinal and latitudinal coordinates, elevation and runway restrictions for each airport.

4.   The method of claim 2, further comprising maintaining a database of charter aircraft information that includes status, flight characteristics, present location and operational costs for each of a plurality of charter aircraft.

5.   The method of claim 4, wherein the status of each charter aircraft is either a positive status or a negative status and wherein identifying suitable charter aircraft by comparing the itinerary information with the charter aircraft information further comprises:

determining the status of each charter aircraft;

determining whether each charter aircraft has appropriate flight characteristics; and

determining whether each charter aircraft has a present location within a prescribed radius of the user's designated at least one departure location.

6.   The method of claim 4, wherein the database of charter aircraft information also includes information about occupancy capacity, wherein the itinerary information received from the user also includes total number of passengers, wherein identifying suitable charter aircraft by comparing the itinerary information with the charter aircraft information further comprises eliminating charter aircraft with insufficient seating capacity.

7.   The method of claim 1, further comprising at least one of enabling charter aircraft operators to update the charter aircraft information database and enabling charter aircraft operators to update the status, flight characteristics, present location and operational costs of a charter aircraft.

8.   The method of claim 1, further comprising receiving a request for a lowest charter price from the user.

9.   The method of claim 1, wherein determining a charter price for each of the suitable charter aircraft further comprises:

obtaining a cost of operating each of the suitable charter aircraft from the charter aircraft information database;

calculating a flight factor for flying each of the suitable charter aircraft from the user's at least one departure location to the user's at least one destination location; and

calculating a total charter price based on the operating cost and the calculated flight factor for each of the suitable charter aircraft, wherein the flight factor is at least one of an approximate flight time between the user's at least one departure location and the user's at least one destination location and an approximate flight distance between the user's at least one departure location and the user's at least one destination location.

10.   The method of claim 9, further comprising an airport information database containing longitudinal and latitudinal coordinates and elevation levels for a plurality of airports, wherein the flight distances between airports are calculated based on the longitudinal and latitudinal coordinates and elevation for each airport.

11.   The method of claim 10, wherein calculating the flight factor further comprises taking into account grid winds between the user's at least one departure location and the user's at least one destination location.

12.   The method of claim 9, wherein determining a charter price for each of the suitable charter aircraft further comprises:

calculating a repositioning factor for repositioning the suitable charter aircraft from a pre-charter location to the user's at least one departure location; and

calculating the total charter price also based on the calculated repositioning factor, wherein the repositioning factor is at least one of an approximate flight time between a pre-charter location and the user's at least one departure location and an approximate flight distance between a pre-charter location and the user's at least one departure location.

13.   The method of claim 12, further comprising an airport information database containing longitudinal and latitudinal coordinates and elevation levels for a plurality of airports, wherein the flight distances between airports are calculated based on the longitudinal and latitudinal coordinates and elevation for each airport.

14. The method of claims 13, wherein calculating the repositioning factor further comprises taking into account grid winds between a pre-charter location and the user's at least one departure location.

15. The method of claim 9, wherein determining a charter price for each of the suitable charter aircraft further comprises:

calculating a relocation factor for relocating the suitable charter aircraft from the user's at least one destination location to at least one post-charter location; and

calculating the total charter price also based on the calculated relocation factor, wherein the relocation factor is at least one of an approximate flight time between the user's at least one destination location and at least post-charter location and an approximate flight distance between the user's at least one destination location and at least one post-charter location.

16. The method of claim 15, further comprising an airport information database containing longitudinal and latitudinal coordinates and elevation levels for a plurality of airports, wherein the flight distances between airports are calculated based on the longitudinal and latitudinal coordinates and elevation for each airport.

17. The method of claim 16, wherein calculating the relocation factor further comprises taking into account grid winds between the user's at least one destination location and at least one post-charter location.

18. The method of claim 9, wherein determining a charter price for each of the suitable charter aircraft further comprises:

calculating a repositioning factor for repositioning the suitable charter aircraft from a pre-charter location to the user's at least one departure location;

calculating a relocation factor for relocating the suitable charter aircraft from the user's at least one destination location to at least one post-charter location; and

calculating the total charter price also based on the calculated repositioning factor and the calculated relocation factor, wherein the repositioning factor is at least one of (1) an approximate flight time between a pre-charter location and the user's at least one departure location and the relocation factor is an approximate flight time between the user's at least one destination location and at least post-charter location and (2) an approximate flight distance between a pre-charter location and the user's at least one departure location and the relocation factor is an approximate flight distance between the user's at least one destination location and at least one post-charter location.

19. The method of claim 18, further comprising an airport information database containing longitudinal and latitudinal coordinates and elevation levels for a plurality of airports, wherein the flight distances between airports are calculated based on the longitudinal and latitudinal coordinates and elevation for each airport.

20. The method of claim 19, wherein calculating the repositioning factor further comprises taking into account grid winds between a pre-charter location and the user's at least one departure location and wherein calculating the relocation factor further comprises taking into account grid winds between the user's at least one destination location and at least one post-charter location.

21. The method of claim 1, wherein determining a charter price for each of the suitable charter aircraft further comprises:

obtaining a cost of operating each of the suitable charter aircraft from the charter aircraft information database;

calculating a first flight time from a pre-charter location to the user's at least one

departure location for each of the suitable charter aircraft;

calculating a repositioning cost based on the operating cost and the calculated first

flight time for repositioning each of the suitable charter aircraft to the user's at least one

departure location;

calculating a second flight time from the user's at least one departure location to the

user's at least one destination location for each of the suitable charter aircraft;

calculating a flight cost based on the operating cost and the calculated second flight

time for flying each of the suitable charter aircraft from the user's at least one departure

location to the user's at least one destination location;

calculating a third flight time from the user's at least one destination location to at

least one post-charter location;

calculating a relocation cost based on the operating cost and the calculated third flight

time for relocating each of the suitable charter aircraft from the user's at least one destination

location to the at least one post-charter location; and

calculating a total charter price based on the calculated repositioning cost, the

calculated flight cost and the calculated relocation cost for each of the suitable charter

aircraft.

22.   The method of claim 21, wherein calculating a first flight time further

comprises taking into account grid winds between the pre-charter location and the user's at

least one departure location, wherein calculating a second flight time further comprises taking

into account grid winds between the user's at least one departure location and the user's at

least one destination location and wherein calculating a third flight time further comprises

taking into account grid winds between the user's at least one destination location and the at least one post-charter location.

23.   The method of claim 1, wherein receiving the user's itinerary information further comprises receiving a first leg having a first departure location and a first destination location and a second leg having a second departure location and a second destination location and further comprising obtaining a cost of operating each of the suitable charter aircraft from the charter aircraft information database.

24.   The method of claim 23, wherein determining a charter price for each of the suitable charter aircraft further comprises:

calculating a total flight factor for flying the first leg and the second leg for each of the suitable charter aircraft; and

calculating a total charter price based on the operating cost and the calculated total flight factor for each of the suitable charter aircraft, wherein the total flight factor is at least one of an approximate round-trip flight time for flying between the user's at least one departure location and user's at least one destination location and an approximate round-trip flight distance between the user's at least one departure location and user's at least one destination location.

25.   The method of claim 24, further comprising an airport information database containing longitudinal and latitudinal coordinates and elevation levels for a plurality of airports, wherein the flight distances between airports are calculated based on the longitudinal and latitudinal coordinates and elevation for each airport.

26.   The method of claim 25, wherein calculating a total flight factor further comprises taking into account grid winds between the user's at least one departure location and user's at least one destination location.

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27.   The method of claim 23, wherein receiving itinerary information from a user further comprises receiving a round-trip designation and further comprising obtaining a cost of operating each of the suitable charter aircraft from the charter aircraft information database.

28.   The method of claim 23, wherein determining a charter price for each of the suitable charter aircraft further comprises:

calculating an outbound flight factor for each of the suitable charter aircraft for flying the first leg;

calculating an outbound flight cost based on the operating cost and the calculated outbound flight factor for each of the suitable charter aircraft;

calculating an inbound flight factor for each of the suitable charter aircraft for flying the second leg;

calculating an inbound flight cost based on the operating cost and the calculated inbound flight factor for each of the suitable charter aircraft; and

calculating a total charter price based on the calculated outbound flight cost and the inbound flight cost for each of the suitable charter aircraft.

29.   The method of claims 28, wherein determining a charter price for each of the suitable charter aircraft further comprises:

calculating an outbound repositioning factor for repositioning the suitable charter aircraft from a pre-charter location to the user's first departure location; and

calculating an outbound repositioning cost based on the operating cost and the calculated repositioning factor,

wherein the total charter price is also based on the calculated outbound repositioning cost.

30. The method of claim 29, wherein determining a charter price for each of the suitable charter aircraft further comprises:

calculating an inbound repositioning factor for repositioning the suitable charter aircraft from the user's second destination location to at least one post-charter location;

calculating an inbound repositioning cost based on the operating cost and the calculated repositioning factor; and

calculating the total charter price also based on the calculated inbound repositioning cost.

31. The method of claim 30, wherein determining a charter price for each of the suitable charter aircraft further comprises:

calculating an outbound relocation factor for relocating the suitable charter aircraft from the user's first destination location to at least one intermediate location;

calculating an outbound relocation cost based on the operating cost and the outbound relocation factor for each of the suitable charter aircraft; and

calculating the total charter price also based on the calculated outbound relocation cost.

32. The method of claim 31, wherein determining a charter price for each of the suitable charter aircraft further comprises:

calculating an inbound relocation factor for relocating the suitable charter aircraft to the user's second departure location;

calculating an inbound relocation cost based on the operating cost and the inbound relocation factor for each of the suitable charter aircraft; and

calculating the total charter price also based on the calculated inbound relocation cost.

33.   The method of claim 32, wherein determining a charter price for each of the suitable charter aircraft further comprises:

calculating a layover cost for keeping each of the suitable charter aircraft at the user's at least one destination location until the second leg occurs; and

calculating the total charter price also based on the calculated layover cost.

34.   The method of claim 10, further comprising calculating additional costs and wherein calculating total charter price is also based on the calculated additional costs.

35.   The method of claim 34, wherein the additional costs are calculated based on at least one of taxes, over-night stays, landing fees, and extra operator costs, which are based on one of at least distance, duration, and number of assistants.

36.   The method of claim 1, further comprising

receiving a specified charter price from a user;

comparing the user specified charter price with the charter price for each of the identified suitable charter aircraft; and

reserving one of the identified suitable charter aircraft having a charter price equal to or lower than the user specified charter price.

37.   The method of claim 9, further comprising

receiving a specified charter price from a user;

comparing the user specified charter price with the total charter price for each of the identified suitable charter aircraft; and

reserving one of the identified suitable charter aircraft having a total charter price equal to or lower than the user specified charter price.

38.   The method of claim 23, further comprising

receiving a specified charter price from a user;

comparing the user specified charter price with the total charter price for each of the identified suitable charter aircraft; and

reserving one of the identified suitable charter aircraft having a total charter price equal to or lower than the user specified charter price.

39.   The method of claim 1, wherein reserving the user selected charter aircraft further comprises at least one of receiving a manifest from the user, receiving payment information, notifying the owner of the selected charter aircraft, sending a reservation confirmation to the user and to the owner of the selected charter aircraft, and reconfirming the reservation of the user selected charter aircraft.

40.   The method of claim 1, wherein determining a charter price for each of the suitable charter aircraft further comprises:

identifying at least one potential departure airport located within a prescribed radius of the user's designated at least one departure location;

identifying at least one potential destination airport located within a prescribed radius of the user's designated at least one destination location;

calculating a lowest charter price for flying from the at least one potential departure airport to the at least one potential destination for each of the suitable charter aircraft; and

transmitting, using a computer, the lowest charter price to the user accompanied by corresponding charter aircraft information for at least one of the identified suitable charter aircraft.

41.   The method of claim 40, further comprising accessing an airport information database, wherein identifying at least one potential departure airport further comprises searching the airport information database for airports that are located within a prescribed radius of the user's designated departure location and that are capable of accommodating the

charter aircraft and wherein identifying at least one potential destination airport further comprises searching the airport information database for airports that are located within a prescribed radius of the user's designated destination location and that are capable of accommodating the charter aircraft.

42.   The method of claim 41, wherein the airport information database is a Jeppesson airport database containing airport specific information such as longitudinal and latitudinal coordinates, elevation and runway restrictions for each airport.

43.   The method of claim 42, wherein the prescribed radius is fifty (50) miles.

44.   The method of claim 1, wherein transmitting the charter prices accompanied by corresponding charter aircraft information further comprises sorting the charter prices by lowest charter price and transmitting at least one of the sorted charter prices accompanied by corresponding charter aircraft information.

45.   The method of claim 1, wherein transmitting the charter prices accompanied by corresponding charter aircraft information further comprises sorting the charter prices by fastest trip and transmitting at least one of the sorted charter prices accompanied by corresponding charter aircraft information.

46.   The method of claim 1, wherein transmitting the charter prices accompanied by corresponding charter aircraft information further comprises sorting the charter prices by maximum comfort and transmitting at least one of the sorted charter prices accompanied by corresponding charter aircraft information.

47.   The method of claim 1, wherein transmitting the charter prices accompanied by corresponding charter aircraft information further comprises:

sorting the charter prices by lowest price, fastest trip and maximum comfort;

transmitting at least one of the charter prices accompanied by corresponding charter

aircraft information having the highest ranking for lowest price;

transmitting at least one of the sorted charter prices accompanied by corresponding

charter aircraft information having the highest ranking for fastest trip; and

transmitting at least one of the sorted charter prices accompanied by corresponding

charter aircraft information having the highest ranking for maximum comfort.

48. The method of claim 1, wherein the database of charter aircraft information is

a computerized database accessible via global computer networks.

49. The method of claim 1, wherein the database of charter aircraft information is

a computerized database accessible via local area networks.

50. The method of claim 49, wherein the itinerary information is inputted by the

user through a global communications network.

51. The method of claim 50, wherein the itinerary information is inputted by the

user through the World Wide Web.

52. The method of claim 1, further comprising providing the user with access to a

calendar feature enabling the user to conveniently select a departure date.

53. The method of claim 1, further comprising receiving a user selection of at least

one charter aircraft from a transmitted list of at least one charter aircraft.

54. The method of claim 53, further comprising reserving the user selected charter

aircraft.

55. The method of claim 54, wherein reserving the user selected charter aircraft

further comprises at least one of receiving a manifest from the user, receiving payment for

reserving the user selected charter aircraft, notifying the charter aircraft operator of the

selected charter aircraft, sending a reservation confirmation to the user and to the charter

aircraft operator of the selected charter aircraft, and reconfirming the reservation of the user selected charter aircraft.

56. A method for bidding on and reserving charter aircraft services, comprising:

receiving a posting from a charter aircraft operator specifying a departure location, a destination location, an occupancy limit, a starting price and an auction end time for at least one space on a charter aircraft;

transmitting, using a computer, the posting;

receiving, before the auction end time, an initial charter price bid that is equal to or greater than the starting price;

enabling users to specify at least one higher charter price bid before the auction end time;

determining the greatest charter bid at the auction end time based on the initial charter price bid and the at least one higher charter price bid; and

reserving space on a charter aircraft for the user with the greatest higher bid price.

57. A method for pricing and reserving charter aircraft services, comprising:

receiving, using a computer, itinerary information from a user including at least one departure location, at least one destination location and at least one departure date;

accessing a charter aircraft information database containing information about a plurality of charter aircraft;

identifying suitable charter aircraft by comparing the itinerary information with the charter aircraft information;

calculating a flight cost for flying each of the suitable charter aircraft from the user's at least one departure location to the user's at least one destination location;

determining an applicability of repositioning each of the identified suitable charter aircraft from a pre-charter location to the user's at least one departure location;

calculating a repositioning cost if applicable;

determining an applicability of relocating each of the identified suitable charter aircraft from the user's at least one destination location to at least one post-charter location;

calculating a relocation cost if applicable;

determining a total charter price for each of the suitable charter aircraft based on the calculated flight cost, the calculated repositioning cost and the calculated relocation cost; and

transmitting, using a computer, the total charter price accompanied by corresponding charter aircraft information for at least one of the identified suitable charter aircraft.

58. A method for pricing and reserving charter aircraft services, comprising:

receiving, using a computer, itinerary information from a user including at least one departure location, at least one destination location and at least one departure date;

accessing a charter aircraft information database containing information about a plurality of charter aircraft;

accessing an airport information database containing information about a plurality of airports;

identifying suitable charter aircraft, suitable departure airports and suitable destination airports by comparing the itinerary information with the charter aircraft information and airport information;

calculating a flight cost for flying each of the suitable charter aircraft from each of the suitable departure airports to each of the suitable destination airports;

determining an applicability of repositioning each of the identified suitable charter aircraft from a pre-charter location to each of the suitable departure airports;

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calculating a repositioning cost if applicable;

determining an applicability of relocating each of the identified suitable charter

aircraft from each of the suitable destination airports to at least one post-charter location;

calculating a relocation cost if applicable;

determining a total lowest charter price for each of the suitable charter aircraft based

on the calculated flight cost, the calculated repositioning cost and the calculated relocation

cost; and

transmitting, using a computer, the total lowest charter price accompanied by corresponding

charter airport information and corresponding charter aircraft information for at least one of

the identified suitable charter aircraft.

59.　　A system for scheduling and reserving charter aircraft, comprising:

a data storage system;

at least one charter aircraft information database containing information about a

plurality of charter aircraft stored on the data storage system;

means for receiving itinerary information from a user including at least one departure

location, at least one destination location and at least one departure date;

means for accessing the at least one charter aircraft information database;

means for comparing the itinerary information to with the at least one charter aircraft

information database to identify suitable charter aircraft;

means for determining a charter price for at least one of the identified suitable charter

aircraft; and

means for transmitting the charter price accompanied by corresponding charter aircraft

information for at least one of the identified suitable charter aircraft for which a charter price

has been determined.

60. The system of claim 59, further comprising at least one airport information database containing information about a plurality of airports stored on the data storage system.

61. The system of claim 60, wherein the airport information database is a standard Jeppson airport database.

62. The system of claim 59, wherein the at least one charter aircraft information database includes status, flight characteristics, present location, known future locations, occupancy capacity and operational costs for each of the charter aircraft.

63. The system of claim 59, wherein the means for receiving itinerary information from the user is through a global computer network.

64. The system of claim 59, further comprising means for receiving selection of at least one charter aircraft from a transmitted list of at least one charter aircraft from the user.

65. The system of claim 64, further comprising means for reserving the user selected charter aircraft.

66. The system of claim 65, further comprising means for sending, receiving and processing a manifest from the user.

67. The system of claim 65, further comprising means for notifying the charter aircraft operator of the user's reservation of the selected charter aircraft.

68. The system of claim 67, further comprising means for sending a reservation confirmation to the user and to the charter aircraft operator of the selected charter aircraft.

69. The system of claim 68, further comprising means for reconfirming the reservation of the user selected charter aircraft.

70. The system of claim 69, further comprising:

means for identifying alternative airports based on proximity to the user's designated departure location and the user's designated destination location;

means for calculating a lowest charter price based on the alternative airports for at least one of the identified suitable charter aircraft; and

means for transmitting the lowest charter price accompanied by corresponding charter aircraft information and corresponding alternative airport information for at least one of the identified suitable charter aircraft for which a charter price has been determined.

71. The system of claim 59, further comprising means for conducting a real-time auction.

72. The system of claim 59, further comprising means for conducting a reverse auction.